

conformable to the said Act; and they directed Mr. Parker forthwith to amend the same, by laying in front of each of such furnaces or chimney-openings (on a brick fender or on the solid ground), a slab or slabs of brick, tile, stone, slate, marble, or other proper and sufficient material, at the least 12 inches longer than the furnace or chimney-opening, and at the least 18 inches in front of the arch over the same.

EXEMPTED BUILDINGS.—REGENT'S CANAL COMPANY.

With regard to a certain building, believed to be of the second class, now being built on the south side of the Regent's Canal, in the district of St. Pancras, for the Regent's Canal Company, no notice was given to the surveyor of the district, on the ground that buildings erected by the said company were exempted from the Buildings Act.

At the hearing, it was argued that the Canal Company was "a dock company, and that this building in question being to be erected on the land, and to be used for the purposes of the said company, was to be deemed to be a structure belonging to a dock authorised to be executed by Act of Parliament, and therefore exempted from supervision, under the last paragraph of schedule B, part 2, of the Metropolitan Buildings Act."

The referees awarded, "that such buildings and structures only as are within, and in connection with, the works of any dock belonging to any dock company, established and incorporated by Act of Parliament, are within the meaning of the last paragraph of the said schedule B, part 2, and exempt from the supervision prescribed by the said Act."

"And inasmuch as the building in question is not within and in connection with the works of any dock, but is out of the precincts of any dock, and not to be used in connection with any dock, being to be used as stabling for horses employed on the canal, such building is not a structure belonging to any dock, and is not exempt from the supervision prescribed by the Metropolitan Buildings Act."

EXTERNAL CORNICES AND PROJECTIONS.

With regard to building operations in progress at No. 238, Strand, the district surveyor gave notice to Messrs. Billingham and Co., builders, that "the cornice and entablature over the archway on the east side of the said house are not built of the materials required by the Act, overhang the ground belonging to another owner, obstruct the light and air, and are otherwise injurious to the owner or occupier of the building adjoining thereto on the east side."

The question went to the referees, and the award was, "that inasmuch as the cornice and entablature over the archway on the east side of the house, No. 238, Strand, eastward from the shop front (not being the cornice and entablature of any shop front), are not formed of the same materials as are by the said Act directed to be used for building external walls, or of such other proper and sufficient materials as the official referees have approved or permitted, the same are contrary to the Metropolitan Buildings Act; and further, that inasmuch as the said cornice and entablature overhang the public way, the same are also contrary to the said Act."

And we hereby direct the said Messrs. Billingham forthwith to take down and remove the cornice and entablature projecting from the said house over the said archway, and in continuation eastwards of the cornice and entablature over the shop front of the said house."

BUILDERS' TENDERS.—The following list of tenders for building the schools and master's house, at Heanor, Derby, has been forwarded to us as a curiosity:—

E. Fish, Nottingham	£1,230	8	7
H. Evans, Heanor	715	0	0
G. Thompson, Derby	689	10	0
F. Freeman, Gainsborough	685	0	0
A. Smith, Belper	675	0	0
J. Woodhouse, Heanor	661	10	0
C. Moody, Derby	621	0	0
G. Ward, Derby	594	0	0
M. Donaldson, Derby	574	0	0
J. Nadin, Derby	521	12	10
J. Winstanley, Derby	571	19	9
J. Smith, Derby	563	10	0

BURFORD'S PANORAMA OF CAIRO.

The ability and knowledge of art required for the production of such a work as this are not properly appreciated by the public. Mr. Burford ought to stand high in estimation as an artist of no common order, and is better entitled to the dignity of R. A.-ship than many who enjoy it. From sketches by Mr. David Roberts, and with the assistance of Mr. H. C. Selous (a man of great talent, who is but beginning to know his own power and make it felt), Mr. Burford has produced a work of great excellence, which we advise all our readers to visit.

Cairo, founded in the year 969 of our era, stands in a sandy plain, and occupies a space equal to about three square miles. It is surrounded by a stone wall, and contains nearly 400 mosques, many of which are large and elaborately decorated. The streets, though narrow, are kept remarkably clean: a receptacle, compelling their being watered, swept, and the dirt removed two or three times a day. Listen to this, ye Londoners!

The city contains about 30,000 houses, some being handsome modern erections of stone, from the quarries of Makkattam; "others partly of stone and ill-burnt bricks, of a dull red colour; whilst the meagrest are constructed of clay. The best are large and commodious, rather than elegant, being far more picturesque than classical; they usually enclose an open court, into which most of the windows look, and are two or three stories in height, with terraced roofs. The front to the street is usually painted in stripes of various colours, especially red, and presents on the ground floor a small door, surrounded by elegant carving, having a large iron knocker and wooden lock; there are also two or three small grated windows placed too high for anyone to look in at; on the second and third floors, which project about 2 feet over each other, and are supported on carved corbels, are large bay windows, farther projecting about 1½ foot, and inclosed by a very ornamental lattice work, sometimes painted red or green, from which the inmates obtain a view up or down the street, without being themselves seen."

The panorama is taken from the summit of one of the curious mounds which formerly encircled the city, and includes a view of great extent and variety.

SPECIAL NIGHT AT THE SOCIETY OF ARTS.

The council of the Society of Arts, being anxious that their exhibition of British manufactures and decorative art should be seen by men of influence and station, issued cards to her Majesty's ministers, members of both Houses of Parliament, men of science, &c., for Monday last, and received during the evening about 150 distinguished visitors. Ladies were scarcely expected, and the council were evidently taken by surprise when the Duchess of Sutherland was announced. Her grace, however, although nearly alone, as was a crowd of crons, examined every thing, and was evidently gratified by the visit.

We heard two members of parliament admit it was the first time they had seen Barry's great pictures, and that they had no idea that England possessed such works; yet both were highly cultivated men and knew every picture that is to be found in Italy!

The exhibition, although it must not be taken as a true exposition of English manufactures, is very satisfactory as a beginning, showing beyond a doubt, what might be done with a wider organisation and stronger inducements to manufacturers to send their productions. The greatest credit is due to the managing body of the Society of Arts, for the manner in which the matter has been conducted; good cannot fail to result from it.

HEALTH OF TOWNS.—On Tuesday last, Lord Morpeth brought in his bill for improving the health of towns. It contains no reference to the subject of intra-mural interments, the Government thinking this subject worthy of a Bill to itself. On the same evening Lord Morpeth presented a petition from the Metropolitan Working Classes Association for improving the public health, praying for a sound and comprehensive health-bill.

RAILWAY JOTTINGS.

The vapours and gases hitherto passing freely off through the chimneys of locomotives, loaded with valuable heat, have of late had a tax of 72^d Reanmer levied on their "absent expenditure" for the use of the indefatigable *cheval du fer*, by the aid of collective apparatus invented by M. Cabry, engineer in chief of the Belgian line of railway forces, and consisting of a reservoir in the smoke box separate from the boiler tubes, but corresponding with them, and pierced with the same number of holes: water for the condensation of the heat thus detained, is conveyed from the tender by a fixed pipe beneath the apparatus, and a circulation through the heat reservoir is effected by two other tubes fixed at a higher level. An experiment, of a satisfactory nature, it is said, has been tried with this instrument on the Brussels and Antwerp line.—The advantages derivable from railway transit in the conveyance of that fleeting and ticklish commodity, "fresh fish" to a ready though distant market, were strikingly illustrated in course of last week, when 20,000 mackerel caught at Plymouth were whisked off by rail and poured all at once into Billingsgate, where the sudden glut enabled or compelled the retailers to dispose of them at six and even eight for a shilling.—At an inquest on the body of Edward Whitman, carpenter, one of the poor sufferers by the falling of four arches, erected for the formation of a roadway in the premises of Messrs. Pickford and Co., carriers, at the Camden Station of the London and North Western line, the coroner expressed his determination to make a most searching inquiry into the cause of the disaster. William Sanders, a carpenter, in the employ of Messrs. Piper, who was also buried under the brickwork, on being asked by the coroner if he could account for the fall of the arches, said he could not, except that there was an iron tensor rod found broken. Mr. Piper on being asked by the coroner whether he was prepared to say that the building gave way from any fault of his, said certainly not. The jury were then discharged with the understanding that the proceedings would be resumed at Camden town for the purpose of instituting the searching investigation determined on.—On the very same day on which these four arches fell, no less than one-and-twenty arches of the Liverpool viaduct of the Liverpool and Bury line went rattling down, one after the other, in rapid succession, as we have seen a long line of juvenile recruits in "Prussian exercise," one overturning the centre of the other's gravity, till all were faintly prostrate in succession. It is not yet known how the first arch fell, otherwise we should have a key to the whole catastrophe; especially as "it is certain that each buttress afterwards, incapable of sustaining the weight of the arch reared upon it, when that on the other side of it had fallen, was forced immediately afterwards, till the entire destruction of the whole was completed in about the space of a minute, or a minute and a half from the fall of the first." In short, the mutual dependence of each upon all and all upon each must have been of a very beautiful and harmonic order, mirroring a final issue of a far different description from any so peculiarly associated with card building, or that other juvenile exercise in construction and the mutual disposal of gravitative forces which this untoward issue itself so forcibly suggests. The noise with which one buttress stormed the other in the general onset, it is said, "resembled the quick discharge of as many small pieces of artillery, and was heard for more than a mile off, along the north shore." The six northernmost of the arches "had been only so far completed as to allow of the cranes being withdrawn a few days previous, but the others had been all completed some three months since. They were all of brick, and had been in course of construction ever since last spring."—An extensive hotel at the Stratford station of the Eastern Counties line is now in course of erection. When finished, it will form, it is said, one of the largest buildings of the kind on that line of railway. The station at the junction with the Cambridge line was to be opened for public use on the first of the present month.—The seasons employed at the works of the high level bridge across the Tyne have requested an advance of wages at the rate of 2s. per week. Their present wages are 26s. per week.